

CLAIM SET AS AMENDED

1. (Previously Presented) A method of manufacturing an elliptic deep-drawn product, comprising:

 a first series of steps of providing an intermediate product, the steps including
 placing a blank on a spinning forming die,
 pressing the blank onto the forming die with a spinning bar, and
 forming a substantially round formed portion of a U-shaped cross-section; and
 a second series of steps of providing an end product, the steps including
 placing the intermediate product in a press working die, and
 causing deformation with the press working die in a semicircle of the
 substantially round formed portion to form an elliptic portion, and also
 causing deformation in another semicircle of the substantially round formed
 portion to form the substantially round formed portion into a final shape.

2. (Previously Presented) The method according to claim 1, wherein the end product is a nacelle lip of an airplane engine, the nacelle lip having an upper lip portion and a lower lip portion, the upper lip portion having a shape of a part of an ellipse, and the lower lip portion having a shape of a part of a circle.

3. (Previously Presented) The method according to claim 1, further comprising the step of trimming inner and outer redundant members of the intermediate product prior to performing the second series of steps.

4. (Previously Presented) The method according to claim 3, wherein the step of trimming provides an outer flange with an edge having a maximum distance B1 from the substantially round formed portion at an upper lip portion, and an edge having a maximum distance B2 ($B2 < B1$) from the substantially round formed portion at a lower lip portion.

5. (Previously Presented) The method according to claim 3, wherein the step of trimming provides an outer flange with an edge having a maximum distance B1 from the substantially round formed portion at an upper lip portion, the outer flange being cut into an elliptical shape when viewed in a plan view.

6. (Previously Presented) The method according to claim 1, wherein the step of causing deformation with the press working die in a semicircle of the substantially round formed portion to form an elliptic portion is performed by placing the substantially round formed portion on a circular portion and an elliptic protrusion of a continuous ring of the press working die.

7. (Previously Presented) The method according to claim 1, wherein the final shape includes the elliptic portion.

8. (Previously Presented) The method according to claim 1, wherein the step of causing deformation in another semicircle of the substantially round formed portion to form the substantially round formed portion into a final shape, includes the step of applying pressure to the substantially round formed portion, thereby causing an inner and outer flange of the substantially round formed portion to slidingly flow in a direction toward the elliptic portion.

9. (Previously Presented) The method according to claim 8, wherein the step of applying pressure prevents a reduction of thickness of the elliptic portion in the final shape.

10. (Previously Presented) The method according to claim 1, wherein the semicircle and the another semicircle have a common center point.

11. (Currently Amended) A nacelle lip of an airplane engine, comprising:

- a lip top;
- an upper lip portion;
- a lower lip portion;
- an inner peripheral portion contiguous with the lip top;

an outer peripheral portion;
an inner edge of the inner peripheral portion; and
an outer edge of the outer peripheral portion,
wherein the upper lip portion has a shape of a part of an ellipse, and
wherein a diameter of the inner peripheral portion is greatest at the lip top and
is smallest at the inner edge of the inner peripheral portion, the diameter decreasing
steadily between the lip top and the inner edge.

12. (Previously Presented) The nacelle lip of an airplane engine according to claim 11, wherein an angle θ_u of the outer peripheral portion at the upper lip portion is greater an angle θ of the outer peripheral portion at the lower lip portion.

13. (Previously Presented) The nacelle lip of an airplane engine according to claim 11, wherein the lip top and the inner edge of the inner peripheral portion are circular in shape and parallel to each other.

14. (Cancelled)

15. (Previously Presented) The nacelle lip of an airplane engine according to claim 11, wherein the lower lip portion has a shape of a part of an circle.

16. (Currently Amended) The nacelle lip of an airplane engine according to claim 11, wherein the upper lip portion ~~and the lower lip portion have~~ has a thicknesses that are substantially equivalent to each is not reduced as compared to thicknesses of other portions of the nacelle lip.